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CHOPPED FEED AND GRAIN.

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Sun (Marine) Insurance Company.
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Wannuck Packing Co's Rivers Inlet Clipper Brand.
Standard Packing Co., Skeena River, Neptune Brand.
Skeena Packing Co., Skeena River, "Diamond C" Brand.
Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
Cascade Packing Co., Naas River, Cascade Brand.

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Columbia Flouring Mill Co. of Enderby.

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(Incorporated under the Companies Act 1890.)

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Represented in London by H. J. Gardner & Co., Gresham Buildings, E. C.

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Indents executed for every description of British and Foreign Merchandise, Lumber, Timber, Spars, Fish and other Provincial products.

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Agents for the British Columbia Corporation, Ltd
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British Columbia Salmon:—Ewen & Co., "Lion."
"Bonnie Dundee"; Bon Accord Fishery Co's
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"Flagship" brand.

H. B. C. Fort Garry Hungarian.	1 65 @	0 00
" " Strong Bakers	4 50 @	0 00
Oak Lake Patent Hungarian.....	1 65 @	0 00
" " Strong Bakers.....	1 50 @	0 00
Regina Hungarian.....	4 65 @	0 00
" " Strong Bakers	1 50 @	0 00
Benton County, Oregon.....	4 35 @	0 00
Portland Roller.....	1 35 @	0 00
Snowflake.....	1 35 @	0 00
Royal.....	4 35 @	0 00
Wheat, per ton.....	30 00 @	35 00
Oats.....	30 00 @	32 50
Oil cake meal.....	45 00 @	00 00
Chop feed.....	28 00 @	30 00
Shorts.....	28 00 @	30 00
Bran.....	25 00 @	27 50
National Mills oatmeal.....	3 50 @	0 00
" " rolled oats.....	3 50 @	0 00
" " split peas.....	3 50 @	0 00
" " pearl barley.....	4 50 @	0 00
" " Chop feed.....	25 00 @	28 00
California oatmeal.....	4 25 @	0 00
California rolled oats.....	1 00 @	5 00
Corn, whole.....per ton	37 50 @	40 00
Corameal.....	2 75 @	3 00
Corameal-feed per ton	40 00 @	00 00
Cracked corn.....	40 00 @	00 00
Hay, per ton.....	18 00 @	20 00
Straw, per bale.....	1 00 @	0 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 77 50
Best China rice "	100 00
China rice No. 1 "	70 00
Rice flour "	70 00
Chit rice "	25 00
Rice Meal "	17 50

FRUITS AND VEGETABLES.

The markets are bare of all kinds of Australian and Hawaiian fruit and quotations are for the present entirely nominal. California oranges are out of season and dealers had anticipated a good trade with Australian oranges but for the unfortunate stranding of the Miowera, at Honolulu. A supply of bananas is reported on the way from San Francisco, to meet the demands of the trade until the arrival of the Warrimoo, which is expected on November 9. Concord grapes have dropped from 75c to 65c a basket. Apples are a little firmer and quoted from \$1.25 to \$1.35 per box. Local jobbers are now arranging for a supply of choice Canadian apples which can be laid down here at \$4.80 and \$5.00 a barrel. The stock includes the choicest brands of winter keeping apples, and will undoubtedly meet with a good demand when offered on the market. They were good sellers last season. The first shipment of new crop Florida oranges have been recently received in the Western American fruit markets. The quality is said to be good, but the fruit is a little green for immediate use.

Jobbers' quotations for fruits are as follows:—

Oranges—Australian.....	0 00 @	0 00
Lemons—California.....	1 50 @	5 00
" Australian	0 00 @	0 00
Bananas.....	75 @	1 25
Apples.....bxes	1 25 @	1 35
Pears.....	1 25 @	1 50
" Small	1 10 @	0 00
Grapes, California.....	1 00 @	1 25
" Concord, baskets.....	65 @	0 00
Cocanuts.....per 100	8 00 @	9 00
Peacapples—sugar.....per doz	0 00 @	0 00
" Hawaiian.....per doz	0 00 @	0 00

Vegetables are quoted:

Potatoes—Local.....per ton	17 00 @	20 00
" Onions—Silverskins per lb	@	2

SALMON.

The British ss. Grandholm, 871 tons,

Capt. Masson, sailed Oct. 19, from Victoria, for the U. K. She had a total of 31,707 cases salmon valued at \$158,535, shipped by Robt. Ward & Co., Ltd. The greater portion of the cargo was loaded at the Fraser River canneries, but was added to both at Vancouver and Victoria, with fish from the Northern rivers. The British bark Ladstock, 816 tons, Capt. Williams, sailed from the Fraser River, Oct. 19, for Liverpool, with a total cargo of 35,773 cases, valued at \$178,865. The arrivals of Alaska salmon at San Francisco, up to Oct. 15, have amounted to 493,368 cases. It is not expected that much more will come to hand, and the Alaska pack may be taken in round numbers at 500,000, which is the amount that the Alaska packers association made preparations for this season. Alaska salmon is very firmly held at advanced prices by the combination which has practically control of the whole output, having bought up the product of nearly all outside canneries. The salmon market in England is reported dull. The great coal strikes have had a depressing effect on business.

The West Coast Trade says that South eastern Alaska has put up about 110,000 cases of salmon this season, divided as follows: Chilkat Canning Company, 21,000; Yes Bay Canning Company, 13,000; Pyramid Harbor Canning and Packing Co., 13,000; Wrangel Packing Co., 22,000; Loring Packing Co., 25,000; Metalakahtha, 13,000. The Chilkat Canning Co. is shipping its product to Tacoma.

The San Francisco Herald of Trades says: "Heavy receipts of Alaska have been a feature of the week. The market has been quiet the past week, with an absence of calls for large lots for domestic trade. The heavy purchases heretofore made are meeting present requirements. The feature of the week has been an exceptionally brisk export demand. From confidential sources, we learn that there have been liberal sales at \$1 of Alaska red salmon for shipment. What is known as the King salmon of Alaska is hard to tell from Columbia—even the best experts can be deceived, and therefore the low prices compared with Columbia River make them attractive to inform dealers. The market is cleaned up from first hands of every case of spring and fall salmon packed in this state, Oregon and Washington. Of the Alaska pack, all canneries outside of the Alaska Packers' Association have cleaned up, while the Association is about sold up. Dealers look for better prices before long. The receipts at this port of canned salmon from Alaska from Aug. 1, 1893, to Oct. 13 aggregate 452,050 cases, distributed as follows: Alaska Packers' Association, 401,908 cases; Pacific Steam Whaling Co., 16,486 cases; Williams, Brown & Co., 9,250 cases; Alaska Improvement Co., 12,000 cases; various, 9,416 cases."

LUMBER.

The schr. Wm. Bowden sailed Oct. 18 for Adelaide. The Elizabeth Graham, loading at Moodyville for Melbourne, has nearly finished, and will sail early in the week. The Salvator, loading at the Brunette mills, is expected to complete her cargo early next week for Port Pirie. The American schooner John D. Tallant, 533 tons, Capt. Henderson, arrived Oct. 23, and is loading at the Sayward Mill for Aus-

tralia on account of Robt. Ward & Co., Ltd. The American bark Colorado, 1,300 tons, is on the way from San Francisco to Royal Roads for orders and will probably load lumber for the West Coast of South America. There are no new charters reported this week. Although there is little chartering being done, owners are holding for 40s to direct port, West Coast of South America. A handy vessel is wanted for a cargo of lumber to Africa for which the rate of 80s is offered, but up to the present no one has been found willing to accept the charter at that rate of freight. The copper mines at Santa Rosalia are now using large quantities of poles and slabs, and are looking to this country for their supply. The poles are required to be from 6 in. to 10 in. diameter and from 14 feet to 30 feet in length. Cargoes are reported selling at \$7 per M feet, less 2 1/2 per cent. Local prices are fairly steady, with the exception of ship which has declined \$1. Shingles and laths are down to \$1.50 per M.

There are at present six vessels aggregating 3,418 tons, loading at British Columbia ports for foreign.

At Victoria—American schooner John D. Tallant for Australia. At Burrard Inlet—Br. bark Elizabeth Graham, 593 tons, for Melbourne. American brig. Geneva, 471 tons for Sydney. American barkentine Robert Sudden, 585 tons for Port Pirie. Am. schooner Louis, 820 tons. for Iquiqui. At Westminster. Am. schr. Salvator, 441 tons, for Port Pirie.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment: Rough Merchantable, ordinary sizes, in

lengths to 10 feet inclusive, per M feet..	\$ 7 60
Deck plank, rough, average length, 35 feet	
per M	00 00
Dressed T. and G. flooring, per M.....	00 00
Pickets, rough per M	0 00
Laths, 1 feet, per M	00

The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$12; ship lap, \$9; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.50; lath, \$1.50.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending October 21:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
14.	Tyce, str., Port Townsend .. .	47
15.	Tyce, str., Port Townsend.	31
21.	Romulus, ss. San Francisco	4,002
21.	Hq Gen. Fairchild, S. Francisco.	2,320
21.	Tacoma, str., Port Townsend.....	10
Total		6,410

J. Piercy & Co.,

Wholesale Dry Goods,
Gents Furnishing Manufacturers
25, 27 & 29 YATES ST.,
VICTORIA, B. C.

SAVE FUEL

-BY-

COVERING

-YOUR-

Steam Pipes, Boilers

AND ALL

Heated Surfaces

-WITH-

MINERAL WOOL

Sectional Covering.

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Fire-proof Non-Conduc-
tor at present known.

EASILY APPLIED.

Asbestos Goods

OF EVERY DESCRIPTION.

CANADIAN MINERAL WOOL CO., LIMITED.

118 BAY STREET,
TORONTO.

THE DETERMINATION OF EFFORT.

There are any number of young men whom one meets every day who, to use slang parlance, are "a bit stuck on themselves." As the *Maritime Grocer* remarks, they are old beyond their years in their own estimation, and having seen what they think pretty well everything worth seeing, have exhausted that ambition with which nature endowed them, and henceforth are content to look down from their lofty pedestal on the poor unfortunates, who are still exerting themselves to acquire a little more of this world's knowledge and its probable gain. You mention a certain circumstance; they smile depreciatingly, and would like you to understand that "such is nothing to what they could do." But there you leave them, and probably if one comes around five years after this, they may figuratively be found in the self-same spot. To instruct a man of this type is more difficult than beating intelligence into a semi-civilized Indian; the latter has the desire to receive instruction for the knowledge it brings; the former knows so much (in his mind) that further thought or study is useless, and what a mistake for a man with his senses to make!

Can a man avoid falling into a weakness of this kind? He can, and by a very easy method. Study the strong points of other men's characters, and they will very soon show up the weakness of one's own.

How often on having completed a duty will one smile complacently, as though to say, "I'm doubtful if that can be improved upon," when no doubt there are other men to whom it would be but a child's task. The old maxim, "the longer we live the more we learn," holds out a ray of encouragement to all, and he who sincerely exerts himself to the best of his ability may feel assured that a reward more tangible than virtue will be his.

The world in many instances is slow to recognize the merits of one's best endeavors, and requires a persistent effort to convince it of the utility of that which one submits for its consideration. The field of human effort is so extended, and affords so many opportunities even for the verriest tyro, that it is more than passing strange that so many young men are content to pursue a path of stifled ambition, which leads to that limbo of wasted opportunities and misconceived complacency.

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports Oct. 14, as follows: "During the week there have been the following arrivals: From the Northern Mines, 4,050 tons, from foreign sources 3,037 tons. The arrivals this week are only equal to about one fourth of our consumption, so that our yarded stocks are becoming somewhat reduced. The loading of foreign cargoes is diminishing materially, as it is very difficult to find buyers; this is accounted for by the marked falling off in the demand for steam coals. Our manufactories are still running on only half time, which cuts into our consumption of steam grades,

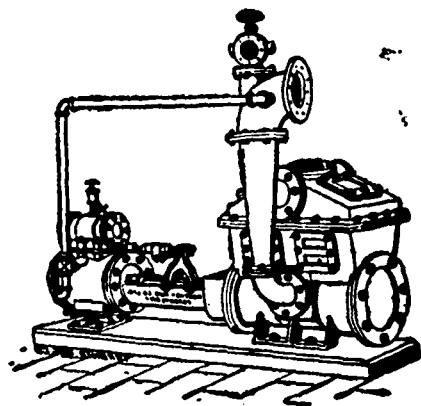
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Wholesale Druggists

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ONE OF OUR

Independent
Condensos
and
Air Pumps
will help
Profits.

NORTHEY M'FG CO., LD., TORONTO, ONT.,

FOR PARTICULARS.

but for gas productions, and domestic uses, sales are increasing as is usual at this season of the year. Cabled freight quotations just received from Australia have been marked up 6d per ton, which makes the import cost unobtainable for the moment. The jobbers report trade fair, and a marked improvement in collections, the past few collection days. The stocks on hand, and the cargoes to arrive in the next three months will be sufficient to insure consumers against any marked advance this winter."

DALBY & CLAXTON

Real Estate, Insurance,
Mining & Financial
AGENTS.

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England
The Albion Fire Insurance Association, Ltd., England.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Co., Claxton, Skeena River, "Globe Brand of Salmon."
The Steveston Canning Co., Steveston, Fraser River, "Lighthouse Brand of Salmon."

64 YATES ST., VICTORIA.

ABOUT BANK CHEQUES.

Bank cheques possess many advantages for the conduct of business, and are used to a proportionately great extent. They are in nature but orders for the payment of money, and are payable in the order in which they are presented, not according to that in which they are drawn. As given in the usual course of business, they do not constitute payment of the indebtedness for which they are given until paid. Nor will the concurrent receipting of the debts for which they are given change this. If they are not paid on proper presentation resort may be had to the original claims. The rule is, however, different in this respect as to certified cheques. So the having of cheques certified constitutes payment as to the persons drawing them.

Cheques should be dated. If not dated at all, and they do not contain any statement as to when they are to be paid, they are never payable. They may be ante or post dated, as well as dated on the day of delivery. By being ante dated they may be made to cover prior transactions, and in a measure determine the relative rights of the parties to them, provided that no fraud is intended or done. Post-dating in the main determines date of payment. When post dated so as to fall due on Sunday, they are payable on the following Monday. Cheques post-dated or maturing on legal holidays should be presented the day following. When post-dated cheques are paid before the dates mentioned the money paid on them can be recovered. If blanks are left for the dates, the holders of checks are thereby authorized to insert the true dates of delivery, but no other dates, and if they insert any other dates it makes the cheques void. Changing the date of cheques without consent of the drawers will do the same.

The presumption is that when cheques are drawn funds will be provided at the banks on which they are drawn to meet them; but presentation for payment must be made within a reasonable time. If not so presented the holders will be charged with any consequent loss. Where persons receiving cheques and the banks on which they are drawn are in the same place they should be presented the same day, or, at the latest the day after they are received. Where they are in different places the cheques must be mailed to some bank or person at the place where payable before the close of

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A carload of Clover Leaf Creamery Butter which was awarded the medal and diploma at the World's Fair, Chicago, 1893.

the day following the receipt, and the latter must present them before the close of banking hours on the day following the receipt there. No extra time will be gained by holders depositing cheques in their own banks for collection.

After duly presenting cheques it is also the duty of the holders, if they are not paid, to notify the drawers before the close of the next secular day following the presentation and dishonor. No particular form of notice is required. It may be written or verbal. The principal cases in which losses occur from failure to use diligence in the collection of cheques are where the banks on which they are drawn fail in the meantime. If the banks continue solvent the drawers will remain liable to pay their cheques for months at least after they are drawn. Presentation and notice of dishonor will also be dispensed with where there are no funds to pay cheques, and where the banks on which they are drawn suspend payment before they can be presented, using proper diligence. After receiving checks they must be presented for payment, unless such presentation would be useless before the original claims can be sued on, for, by accepting cheques, there is an implied agreement to use that method of procuring the money for which they are drawn.

Where cheques are negotiable and pass by indorsement or delivery, the same degree of diligence will be required of each

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MINES, MINERAL PRODUCTS

person to whom they are indorsed in order to hold those indorsing them, as is required of original payees to hold original drawers of cheques. But by putting cheques in circulation the liability of the drawers cannot be prolonged. They must be presented within the same time by indorsees as by payees. Still where cheques are passed from hand to hand, one or more of the latter indorsers might be held where earlier indorsers and the drawers would be released, as by failure of the banks drawn upon.

Signatures to cheques may be written with pen and ink, or pencil; they may also be printed or stamped. Banks are only required to see that the names of the drawers of cheques correspond precisely with those of the person to whose credit the deposits have been made. Who should sign the cheques of corporations will be determined by the State laws, by the charters, by-laws, or by the usage of the particular corporations. Every partner has the right to sign his firm's name to cheques, unless prohibited by its article of co-partnership. So also can agents sign them when given express or implied authority.

As usually drawn, payable to certain persons named or order, cheques are negotiable. A valuable consideration for them will be presumed. They may be transferred by indorsement, or if payable to bearer, by mere delivery. Defences to them existing between first-class parties cannot be raised against subsequent holders.—*Financial Review.*

Eight firms of coal mine owners in Bolton, Eng., have opened their pits, and miners have gone to work at the old rate of wages.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, OCT. 24, 1933.

THE PUBLIC BUILDINGS.

The Provincial Government has, in its wisdom, seen fit to have the public buildings in Victoria put up by contractors and not in such a way as, we think, would have secured more work for British Columbia people the scarcity of employment among whom was urged as one of the reasons why the work should be proceeded with at once. Indeed, that argument was a very potent one among the members and prevented no small amount of opposition which had not unnaturally been aroused by Col. Baker's ill-timed declaration that the public buildings must be anchored in Victoria. We notice that tenders are now asked for, to complete the necessary structures, to be in by the first of November prox. This means, apparently, the importation of a considerable amount of alien labor, probably the award of a contract or contracts to strangers and the bringing in and employment here of numbers of Chinamen for whom the United States have declared they have no use.

CONCERNING BANKRUPTCY.

The tenth annual report of proceedings under the English Bankruptcy Act shows that during the year covered there were issued 1,635 receiving orders, representing liabilities amounting to £8,763,031, with assets of \$3,078,333. There were also during the year 3,333 deeds of arrangement, showing liabilities amounting to 45,957,022, and assets aggregating 42,937,315. The total receipts amounted to £153,081, while the expenditures amounted to £165,339. According to the report the number of failures and the estimated loss to creditors materially increased during the year.

Commenting upon that report the *Westminster Gazette* says that the increase in the number of failures and in the estimated loss to creditors is hardly to be wondered at when regard is had to the various causes of commercial and agricultural depression which have prevailed during the past two years, and adds: "In fact, it would probably have been considerably greater but for the fact that some portion of the insolvency which would formerly have appeared in the bankruptcy statistics now appears in connection with the winding up of limited companies, in consequence, on the one hand, of the facilities which exist for the conversion of insolvent business into that form of enterprise, and on the other of the pressure of recent bankruptcy legislation, which has driven insolvent

debtors to avail themselves more eagerly of such facilities in order to escape from the more stringent provisions of the bankruptcy law."

"The main causes of the depression are sufficiently obvious. The extremely low prices of agricultural products, the operation upon many of the manufacturing industries of the country, of foreign tariffs and competition, the collapse in South American finance, the fluctuations in the value of silver, and of the exchange with silver-using countries, the recent failures of a number of building and industrial societies, and the reaction from the recent inflation of land values in Australia, present a group of influences sufficiently wide and sufficiently disastrous in their effects to account for even greater losses than those which are disclosed by these statistics."

FIRE UNDERWRITERS.

The Victoria Fire Underwriters have recently held their annual meeting in Victoria and have elected the following committee: R. Hall, J. C. Maclure, H. F. Heisterman, B. Boggs and W. Monteith, who will elect officers at their first meeting. In their discussions, the Board protested against the \$300 tax levied by the city of Victoria on each of the companies doing business here, the cold fact staring them in the face that the business here has been carried on with only nominal profit, taking the average of several years past; that last year's operations resulted in a substantial loss, and that this will be the case every year in which there is an important fire. They decided to hold their meetings in future during the second week after the close of the insurance year, which ends on September 30, and to call their organization "The Victoria Board of Fire Underwriters." The annual statement of claims paid shows that in the insurance year ended September 30 the total for Victoria city and the immediate district was upwards of \$25,000, which, though less than 40 per cent. of the total of the preceding year, is nearly three times as much as the average of the few years before that.

THE TRADES AND LABOR COUNCIL.

The Government organ in Victoria, as we suppose, in duty bound, censures the Victoria Trades and Labor Council for declining to assist the Bureau of Labor Statistics, "because the interests of labor have not been recognized in an official capacity," and, we may add, in no other way has it recognized the interests of British Columbia labor. Our contemporary thus lectures the local labor people: "The members of the Trades and Labor Council know very well that those who are endeavoring to promote good causes cannot always have everything their own way. They have often to struggle long against adverse circumstances, to put up with unreasonable opposition and even to bear patiently slights and injustice."

But what need, we ask, was there for the labor element to put up with "unreasonable opposition,"—we quote the *Colonist's* words—"and even to bear patiently slights and injustice"? Was it necessary to appoint the present chief of

the Department and also to fill one or more of the remaining offices to the utter ignorance of one of the parties most directly interested? What reason has the labor element had to know that "Col. Baker, the head of the Department, is heart and soul a friend of labor, and that he is working hard to establish the Bureau of Labor Statistics and Council of Conciliation and Arbitration, and to place it on a good footing."? We notice that the Vancouver Trades and Labor Council have partially met the Government by consenting to act in the collection of statistics, but its members are no better satisfied than are those of the Victoria Council.

THE MIDWINTER FAIR.

Notwithstanding the discouragements which San Francisco's Midwinter Fair project met at the outset, the indications are that it will prove to be a success, that is if the enterprise and energy of the people count for anything. They have not only begun to build, but the various structures in which the exhibits are to be placed are in an advanced condition, so that by the time they are received there will be ample accommodations for them. Not only so, but funds have been liberally subscribed towards meeting preliminary outlays and guarantees given for the payment of any deficit should it unfortunately happen that such should exist after the accounts have been straightened out. There was a time during the Chicago show when matters looked pretty blue and when a serious loss stared its promoters in the face; but we are glad to note that not only will the great undertaking of the people of "the windy city" have been successful as having brought together probably the finest collection of the world's products and people that were ever got together, but all expenses will be met with a balance to spare. Moreover, in that thorough manner which has characterized the undertaking its promoters having got together all nations and peoples and kindreds and tongues through the congresses that have been held secured an exchange of opinions upon many of those great topics that are of world wide interest and importance, and their record when it is collected in convenient form will prove to be matter of profitable perusal.

The San Franciscans do not appear to have aimed at holding "congresses" as those which had their headquarters in Chicago, but they anticipate having a congress of nations such as will do them credit and at the same time tend to promote the trade of the Pacific coast. That trade is bound to be an immense one. Of its extent and possibilities, few can have an idea. One is accustomed to speak of the trackless ocean; but if any one of the great seas is more trackless than another it is the great Pacific. The Atlantic is almost like a highway so constantly is it traversed and so familiar are the steamship routes. Not so with the Pacific—its islands and the lands beyond its seas are but slightly known, still they may with a proper understanding of the situation prove to be avenues of trade whose extent will surpass all possible conception. All honor we say

to San Francisco for its enterprise in undertaking to deal with the subject. We in British Columbia may reasonably expect that the coming fair will be of importance and benefit to us. Chicago is a long distance away, and the intervening miles of travel have doubtless prevented many strangers from coming over to us. But with the fair so near as Frisco it cannot but be expected that a considerable stream of travel will be brought this way in which will be found many who will read, mark learn and profit by the great advantages which our province presents. We must confess that we feel considerable interest in San Francisco's departure, particularly in view of the facilities that contemplated canal connections are likely to afford to trade between the Atlantic and Pacific oceans.

On the subject of the Nicaragua Canal, which appears to be the most feasible connection that is at present in sight, we take the following from the San Francisco *Call*:

"The present situation in the wheat and wheat-charter markets in San Francisco emphasizes the need for the Nicaragua canal. The monetary tightness compelled the farmers to sell much of their wheat at once and tonnage is closely held. The result is low prices for wheat beyond what foreign crops and markets warrant. The Southern Pacific will offer no rates *via* Galveston that will relieve the situation. The North American Steamship Company has been approached and may be able to help out to some extent; but such relief is only partial. There is the cost of trans-shipment at Panama and Colon, and the limited capacity of the North American line. With the canal in working order there would be no such thing as cornering tonnage for California wheat. At the first indication of any such movement a fleet of tramp steamers would be heading from all parts of Europe to Nicaragua and San Francisco. The tonnage market would be infinitely more amenable to natural trade conditions than now."

We can all of us appreciate how important it is for our trade to be relieved from dependence upon the means of communication that we at present possess. The voyage from Victoria or Vancouver, to London or Liverpool, is a long one aggravated by dangers and delays in rounding Cape Horn. It means an interval of from 120 to 150 days from point to point and the problem of rapid transit is in these days one of the most important that has to be dealt with. The Panama Canal is, for the present at least, a dead issue, and the Nicaragua project is the one which in the meantime presents itself under the most favorable auspices. There is a large volume of business, which might be done with Europe but for the heavy expense involved in carrying it across the continent by rail. It will not stand the delays involved in coming round on shipboard and hence what we estimate as an extensive reciprocal trade is not done. The Midwinter Fair, as it is termed, may, and most certainly will do much to promote trade if the transportation facilities are afforded, and, in addition, may be the means of leading capital, which is at present idle or is unprofitable, to be invested in a departure—not "patriotic" and fraudulent, as was the Panama project—to connect the Atlantic and Pacific oceans.

BIRDS OF PASSAGE.

The British Columbia correspondent of the *Winnipeg Commercial* describes the recent flight through Canada of the British farm delegates who had been sent out by the Canadian High Commissioner to satisfy themselves as to the condition of the Dominion and the advantages which it offered for the settlement of a portion of the surplus population of the Motherland. He said:

"So far as any practical good is concerned, they might as well have stayed away, except that socially they went away well pleased with their treatment, which was all that could be desired. Incidentally they may have acquired some knowledge of the province, but a programme cut and dried for them before starting, or at Winnipeg, is not calculated to be productive of the best result. So many people, on some similar bent, have come in a similar way and gone and given their impressions of a province some 350,000 square miles in extent, and about which even few old residents are fully posted, that we may judge of what practical knowledge the delegates will have acquired by a trip which was simply a rush into the country, a rush through it to the various cities and a rush out again. Any report they may make, whether favorable or unfavorable, will be absolutely worthless as a guide to prospective old country settlers or any person else. Of course, the persons whom they met gave them all the information they could, but, of course, it was all favorable to the country, and without seeing the farm lands for themselves, under a variety of conditions, they could acquire no real knowledge of the province. But it is to be presumed it will always be thus."

THE BRITISH COLUMBIA COMMERCIAL JOURNAL, in a recent issue, dwelt upon the impossibility of any advantages accruing from these hurried visits, which from the point of view of their inutility and expensiveness, might very well be made to more closely resemble angels' visits, in so far as being few and far between. What can these farmer representatives have possibly learned from their hurried journey, broken only by stops at what are regarded as important centres between dark and daylight, or *vice versa*? The only people who can possibly be advantaged by their jaunt are the delegates themselves, whose expenses are paid and who receive an *honorarium*, and the transportation companies over whose routes they pass. All this has to be paid for out of the public treasury. The Government and the public department concerned will no doubt endeavor to make a point out of the pretension that in this way they have done considerable towards inducing the arrival of immigrants from abroad; their non-success, as it must be, being accounted for by the claim that better times have reached the Mother country, and that in consequence the stream of emigration has been very much reduced. Sir Charles Tupper has invented many schemes to bring himself into prominence as a judicious expender of public moneys; but this is as thin as any of the dodges for which he may be given the credit.

IMPERIAL HONORS

It is announced that the Minister of Marine and Fisheries has directed the attention of the Governor-General to the signal services rendered by a number of gentlemen in connection with the Behring

Sea case, and that the Parliament will be asked to recognize those services in a substantial manner. We have no desire to detract one whit from the credit that is due to these gentlemen, or at least some of those who have earned a reward far more than some others who have been taken special care of. We cannot, however, endorse the *Colonist* idea that "a more permanent and a more distinguishing recognition than the substantial one mentioned" might be conferred. There are already too many jackdaws figuring in peacocks' feathers, which most certainly would be the appearance presented were some persons so honored. Titles are cheap, and in fact are scarcely worth having, as has been shown by the refusals of certain unquestionably distinguished people to accept them. Britons and British institutions are, we hope, broadening out to an extent more in consonance with the ideas of Burns when he wrote

"The rank is but the guinea stamp—
A man's a man for a' that."

Ours is the day of the masses, not of the classes, and the more the people recognize this the sooner will arrive the good time that is assuredly coming, for which we are being continually told to "wait a little longer." The genius of the nineteenth century is not towards snobocracy such as that which appears to commend itself to our morning contemporary. If anything is to be done for the parties in question in addition to having had their special services placed on record let it be in the direction favored by the late Sir Francis Hincks, who, on a noteworthy occasion, said he preferred cash in hand to prospective benefits. We are of opinion that it would save not a few people from humiliation were they spared such recognition as that against which we protest.

EDITORIAL COMMENT.

BEFORE our next the Dominion Finance Minister and the Minister of Militia shall have arrived in the Province to consult with British Columbia merchants on tariff topics. We trust there will be a full and frank discussion of the special situation as it exists here, and that the minister will be impressed with our special requirements.

News has since our last been received as to the fate of the Canadian-Australian steamship *Miowera* which it appears went aground in the harbor of Honolulu on the 2nd of October instant. Her passengers, crew and the bulk of her cargo have been saved; but it is feared the ship will be a total loss. This is better than it might have been, though the actual and incidental loss is very severe, while the service has been seriously interfered with in its very inception, which otherwise had been most promising. The passengers for Victoria and Vancouver have arrived here. It is probable that a vessel will be found in Australia to replace the *Miowera*, a portion of whose cargo is expected to come up on the *Warrimoo*, though that part which is perishable will before this have either been destroyed or disposed of. It is said that the *Miowera* with her fittings represents a value of \$500,000.

DEBTS OF HONOR.

Debts of honor, so called, are those unknown to the law and which cannot be collected by legal process. Among them are debts contracted at the gambling table or in other forms of betting, and the security is simply that of individual obligation among people of the same kind. Whatever the law regards as contrary to public policy comes under this head, the law declining to assist in corrupting the people by legitimatizing such transactions. In European countries the debts which have only moral instead of legal security are more numerous than in this country. A series of reports from United States consuls on this feature of laws of foreign countries has been recently published, in answer to a circular from the National Board of Trade. This circular asked the consuls to collect evidence as to what debts are not collectible by law in the various countries and to state how they are generally paid. The answers reveal some interesting local customs.

The general summary shows that though debts of honor are outside the legal pale they are usually paid in full, the penalty for refusing payment being that the delinquent debtor is ostracised by the clubs and other organizations which provide the means for contracting the obligations. This appears to follow the general rule, for in all parts of the world such debts are ordinarily paid, even though the debtor is execution proof and refuses to pay what the law would compel him to pay. In Sweden doctors' bills are debts of honor, as they also are in Austria, while in the latter country a lawyer's fee that reaches the amount of the property in litigation has no standing in the country. China has a long schedule of debts of honor, among them being services rendered by physicians, dentists, priests, fortune-tellers, clairvoyants and others and moneys loaned at rates exceeding the legal rate of interest. It is regarded as a disgrace to be a drunkard or to supply a drunkard with liquor, so that drinking debts are extremely rare. On this point the consul at Amoy says that when such debts do exist the creditor is both ashamed and afraid to acknowledge the fact, and as a natural consequence, to take any steps toward the enforcement of his rights. In both Germany and France a man may be sued for drinking debt. Few European bankrupts ever pay in full, perhaps because those who can do so do not fail in business. Bankruptcy does not relieve the Russian debtor, who must pay when ever he is able to do so. In Russia and Greece debts never outlaw. In France outlawed debts are seldom paid. In Belgium, of six hundred and twenty bankrupts in a period of ten years only twelve were rehabilitated.

Though in many European countries the winner of a bet cannot enforce collection in the courts, there are some exceptions to the rule. In Italy, the Netherlands, Russia and Spain the laws enforce the payment of bets made on athletic contests, such as football, cricket, racing, etc., the exception being evidently made

to encourage the athletic sports, to which the youth do not take very kindly. The moral seems to be from all this, the less law there is in some instances to compel the payment of an obligation the more scrupulous the debtor is to discharge. There are few instances where gambling debts and others outside the protection of the law are not promptly met if it is within the power of the debtor. It is this that preserves the gambler's occupation, since if his debtors were not held by something outside the law itself the debts would never be paid, and gambling would not pay those who win. It is a peculiar state of affairs which shows men more willing to pay such debts than they are to pay those recognized by the laws.

SHIPPERS AND HANDLERS.

The *National Provisioner* says that it is a well known fact that the relations of shippers and commission merchants (or handlers, as we call them for short) have become much strained during the last few years. Thoughtful men on both sides have tried to ascribe this to various causes, among others to an increase in competition, and hence to a cutting in commission. Careful shippers have refused to deal with men who will work for less than the regular commission on the ground that "every laborer is worth his hire," and that if a man works for less money than others to clear expenses and make a living there must be "a nigger in the fence somewhere." These shippers are right. Reliable commission merchants, who will charge a fair and full commission, are apt to watch the markets carefully in the interests of their consignors; and since they can expect to have a supply of produce on their stands all the time, there will be no temptation for them either to hold over or to sell too quickly, but they will put a figure on their goods and sell them at market prices. A man who works for a "cut commission" cannot devote much time to each individual shipper. He will either speculate on his consignor's goods, or try and get rid of them quickly in order to make up by an increased quantity of sales what he loses by a decreased commission. These, however, are not the only drawbacks. Men who cut commissions must make a living as well as those who do not, hence if the consignments are not large the difference must be made up on returns. In a rising market they will take the poultry for their account and will make returns to the shipper at a low figure, selling, however, at a higher price for their own account. It has also come to our observation that in all the large markets of the country those men who do business for less than it is worth command a poorer class of trade, and hence they have to give larger credit than others, and their returns to the shippers are necessarily slower than those of first-class houses that refuse to deal with butchers who do not pay promptly. All of these causes combined are, in our opinion, the reason why the relations between shippers and commission merchants are more strained than they need be, and it is our advice to the former that it

would be better in the end to pay a full commission to a first-class house than to deal with a poor house at a cut figure.

A PECULIAR STEAMSHIP.

One of the most peculiar craft that has ever visited Montreal is now at that port. The steamship is called the *Turret*, and is built to combine the greatest carrying capacity with the lightest possible draft and the lightest expense in running. The *Turret* came from Sydney with a cargo of coal for the Dominion Coal Company, and it is in the coal trade between Montreal and the lower ports that she will run. The *Turret* deck is of a completely new type. The shell rounds off upwards and inwards, terminating in an upright turret running from stern to stern of the vessel. The curved plating is thick and strong, and is the same as that of the hull right up to the turret deck. The turret deck itself is about a third the width of the vessel, and forms the working deck, upon which are fitted the hatches, winches, bridge and other deck erections. The engines are aft leaving a clear hold from the engine room bulkheads to the forepeak. There is a short mast forward with a military top for outlook purposes. The stem and fore-castle deck are after the usual fashion. The turret deck standing at height of 11 feet to 12 feet above the water line, gives greater seaboard, and being narrow, greater stability than the ordinary type, while it serves as a permanent feeder for grain cargoes. The general contour of the hull, with the engines aft, affords the largest possible carrying space, and a single continuous hold, free from obstruction, with a large hatchway, permits of easy towing, and rapid handling of cargo. The *Turret* was launched last November, and since that time has weathered a severe storm on the Atlantic with perfect ease, has traded on the American seaboard for several months, and her first balance shows that she has earned sufficient to pay a return at the rate of 23 per cent. per annum. The *Turret* carries 3,200 tons dead weight on a net register of 1,365 tons and a draught of 18 feet. Her measurement capacity was 157,500 cubic feet, which is equal to a cubical capacity of 125 feet net register ton. She is owned by Messrs. Peterson, Tate & Co., of Newcastle-on-Tyne, and was built and launched from the yard of Messrs. W. Duxford & Sons, Sunderland, the patentees of the turret deck. Another steamship of the same type, called the *Turret Age*, has also been launched, and will shortly make her trial trip. The *Turret Age*, in general design and appearance closely resembles her sister ship the *Turret*, but is built on finer lines, has more powerful engines, and will probably steam at a higher rate of speed. The *Turret Age* will carry 3,650 tons dead weight, or a net of 1,365 tons, so that she carries nearly 30 per cent. more dead weight than the ordinary type of the net register tonnage.

The *Western Tobacco Journal*, of Cincinnati, says that while the manufacture of cigars and snuff is decreasing, that of cigarettes has largely increased.

COMMERCIAL SUMMARY.

A steam bicycle has made its appearance in Germany.

The World's Fair promoters have paid themselves out of debt.

Sir Joseph Hickson has just returned to Montreal from England.

The failure of the T. Coles Engineering company, of Brooklyn, has been announced.

A main sewer, badly wanted at Nelson, is now being put in by the Provincial authorities.

The Bank of Montreal has opened a branch at Deseront, Ont., with F. J. Rogers as manager.

About 100 tons of hay per week have been shipped from Kingston to the United States for some time past.

In olden times screws were made by hand, and five minutes were spent in making one. Now a machine rattles out sixty in a minute.

The trail from Alberni to China Creek is now declared to be impassable, through heavy Autumn rains, and likely so to remain during the winter.

The destructiveness of a new Gatling gun may be imagined when it is stated that it fires 3,120 shots a minute. When operated by an electric motor, it fires 5,000 shots in a minute.

Large quantities of silver hake are being taken by hook and line in St. John, N. B. harbor. Thousands of them are also stranded on the shores after every fall of the tide. The quantity is unprecedented.

Mr. M. Pearce Campbell, of the well known firm of Messrs. J. & W. Campbell & Co., has joined the Glasgow board of the North British and Mercantile Insurance Company, in the room of the late Mr. James L. Mitchell.

The district of Sudbury, with three or four large furnaces in operation, is now in a position to produce a daily output of twelve or fifteen tons of nickel contained in a nickelliferous matter or about 1,500 or 5,000 tons per year.

At a meeting of the creditors of Capt. and Mrs. Edwards, of the Manor House, Vancouver, it was decided that Capt. Scott, the assignee, should run the house until the 24th of next month, when it will be put up for sale as a "going concern."

Counterfeit twenty-five cent pieces made of aluminum, which are said to be fairly good imitations of the genuine coin, have made their appearance in several places in the Dominion. They are, however, lighter, owing to the metal of which they are composed.

L. Davies' gents furnishing store, Nanaimo, was taken possession of last Wednesday by Simpson & Simpson, acting on behalf of Lenz & Leiser, Victoria, who hold a \$3,000 mortgage. A second claim of \$13,000 against the store is held by O'Brien & Co., of Montreal.

The people of Kamloops are energetic and enterprising. They have not merely set to work to rebuild the portion of their town lately destroyed by fire in a more

substantial manner than it was before, but new buildings are going up in other parts of the town and there is a general air of prosperity and thrift. The light and bracing atmosphere acts like a tonic on the people of Kamloops.

The Samuel Rogers Oil Company, of Toronto, have purchased the old Spepherd mill at Brockville and will use it as a warehouse with the intention of making Brockville a distributing point for a large section. A portion of the rocky land in the rear has been secured with the mill, and the C. P. R. will run in a switch from their pier extension. The oil will be brought in tank cars and barrelled there.

The largest consignment of British Columbia fruit that ever left the Province was shipped to England last week by the Okell & Morris Fruit Preserving Company, of this city. The consignment was made up of more than 1,000 cases, and includes an assortment of varieties—plums, pears, apricots, prunes, etc., etc. Other shipments will follow shortly, Mr. Morris, during his visit to England, having received orders for about 10,000 cases.

The *New York Mail and Express* says: The strike among the coal miners of England has had a beneficial effect upon the market here. The demand for American coal has already been increased and a still greater demand is anticipated. Already many of the passenger and freight steamers plying between here and British ports are taking coal for the round trip, and the large dealers are daily receiving inquiries, not only from English but also from the Mediterranean and South American ports, for quotations on cargoes of coal.

At the nineteenth annual convention of the American Bankers Association, held at Chicago, Oct. 18, a large number of great financiers were present. Hon. J. Eckels, comptroller of the currency, said that from May 4th to July 12th, from national banks alone there had been drawn out more than \$193,000,000, and from State Savings and private banks a sum equally as great, only to lie in wasteful idleness, thus rendering the soundest institutions helpless and causing acute currency starvation in the midst of absolute plenty.

SEARCH LIGHTS.

Search lights have been indispensable to steamers of all classes and in military and naval operations. By their use objects miles away can be revealed and illumined in the darkest night, and their powerful beam of light can be thrown in any direction. One of the earliest applications of the search light in marine work was to vessels passing through Suez Canal. Formerly the passage could only be made in daylight, and was very tedious and costly; now the electric light is at the service of every ship as it enters the canal, and the journey is, in nearly every case, pursued uninterruptedly. A most excellent innovation has been made by Suez Canal authorities, who have pronounced that it shall be obligatory on all vessels passing through the canal by light to employ an apparatus for dividing the light of the projector into two di-

vergent rays. Approaching vessels may, by this means, travel right up to each other without their respective helmsmen being blinded. The diverging apparatus which is to be used has been devised by one of the agents of the company.

WHAT RETAILERS ARE SHOWING.

Double length Japanese silk scarfs with deeply hemmed borders; black ostrich boas tipped with white and black silk capes embroidered and trimmed in white.

Ladies' red and black and white four-in-hands reaching to the belt; black silk muslin collarettes edged with narrow white lace or triple rows of white satin ribbon.

Two button kid gloves in new and beautiful shades of tan, blue, red and grey, finished just below the top with an extra pinked scallop; the buttons are smoked pearl; cashmere gloves with seamless fingers and mouquetaire gloves for driving and shopping.

Changeable velvets, silk plushes and moires of a fine quality for trimming fall and winter gowns; silk passementerie in vine designs, in exquisite color combinations.

WINE CONSUMPTION IN ENGLAND AND ELSEWHERE.

British custom house statistics give interesting figures of the consumption of wine in the United Kingdom for a series of years. In 1852, the total consumption was 6,346,061 gallons, which amounted to 231 thousandths of a gallon for each inhabitant. The largest consumption was in 1890, when it reached 14,924,175 gallons, or .308 of a gallon per head of population. In 1891, it was 14,774,093 gallons and the per capita .30 of a gallon; in 1892, the population is given at 38,109,329, the consumption of wine at 14,533,048 gallons and the amount per capita .381 of a gallon. This latter rate of per capita consumption of wine would give for the 67,000,000 people of the United States, about 25,500,000 gallons, which is not far short of the amount actually consumed.

In France, however, the tastes of the people are different. The average production of wine in France is about 650,000,000 gallons annually, and her net imports above all exportations of wine amount to about 200,000,000 gallons; making a total annual consumption of some 850,000,000 gallons; or an average of over 21 gallons each for her 40,000,000 people. If the people of the United States used as much wine per head as those of France, it would require an annual product of over fourteen hundred million gallons to supply their wants; or more than a hundred times the average yield of California during the past few years.

SUBSCRIBERS TAKE NOTICE.

COMMERCIAL JOURNAL subscribers who have received bills for amount due on their subscription account will confer a favor by remitting promptly. It costs money to conduct a commercial newspaper, and our friends will show their appreciation of the work by paying up AT ONCE.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASKS.	VALUE.	ARRIVED.
Br bark...	Routenbeck	930	Russell	October 9	Victoria	Liverpool	38,800	\$201,875	
Ger ship...	Sirene	1437	Saunermoleh	October 13	Victoria	London	50,558	252,790	
Br ss	Grundholm	871	Masson	October 13	Victoria	Liverpool	31,707	158,533	
Br bark	Jessie Stowe	615	Blanche	October 14	Fraser River	Liverpool	30,000	137,112	
Br bark	Lad-took	816	Williams	October 19	Fraser River	Liverpool	35,773	178,865	
Br bark	Formosa	915	Kain		Victoria	London			
Br bark	City of Carlisle	823	Hughes		Victoria	U. K.			

B. C. LUMBER FLEET, 1893.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATR.
Br bark	Geo. Thompson	1128	Young	Jan. 13	Westminster	Sydney	806,938	7,844	March 21	owners ac
Br bark	Mark Curry	1236	Liswell	Jan. 4	Vancouver	Plymouth	923,058	9,882	M. y 20	52s 6d
Nor bark	Fritzoe	1078	Holfsen	Jan. 10	Vancouver	Callao	879,290	8,031	March 3	36s 3d
Am bark	Colorado	1036	Gibson	Jan. 19	Cowichan	Valparaiso f.o.	832,657	7,077	April 27	37s 6d
Br bark	Highlands	1236	Owen	Jan. 26	Vancouver	Montreal	896,663	15,537	June 23	Private
Chil. bark	India	353	Funko	Jan. 11	Moodyville	Valparaiso	798,782	7,169	March 30	owners ac
Br bktn.	Bittern	329	Stronach	Jan. 20	Vancouver	Fremanlle, Au	392,950	4,201	May 16	owners ac
Ger. ship	Katharine	1630	Spille	Feb. 7	Moodyville	Iquiqui	1,328,879	14,058	May 6	35s
Br. ship.	County of Yarmouth	2154	Swanson	March 23	Vancouver	Cork	1,628,530	17,500	July 27	50s
Chil. ship	Hindostan	1542	Welsh	March 6	Moodyville	Valparaiso	1,196,826	10,212	July 14	owners ac
Am. ship.	Seminole	1439	Weeden	March 19	Moodyville	Santa Rosalia	1,010,013	7,935	April	Private
Am. ship.	Ivy	1181	Lovell	April 22	Vancouver	Wilmington	791,914	10,497	Aug. 23	Private
Br bark	Assel	795	Gilmour	March 6	Moodyville	Antofagasta	631,163	6,377	June 23	35s
Br. ship.	Natuna	1106	Grahm	April 20	Vancouver	Port Pirie	964,869	7,718	Sept. 22	42s 6d
Am bark	Harry Morse	1313	Hughes	April 19	Moodyville	Shanghai	928,219	8,900	July 18	45s
Haw. bark	John Eric	2900	Schnauer	June 2	Cowichan	Port Pirie	2,560,737	19,500	Aug. 7	40s
Br bark	Blairhoyle	1291	Gray	June 1	Vancouver	Sydney	913,685	7,904	Aug. 16	31s 3d
Br bark	Mary Low	813	Robertson	May 24	Vancouver	Pisagua	663,090	5,296	Aug. 26	35s
Nor. bark	Sigurd	1330	Anse	May 21	Vancouver	Port Pirie	1,426,000	10,638		40s
Chil. ship	Atacama	1235	Caballero	May 13	Moodyville	Valparaiso	967,364	7,762		owners ac
Br bark	Wythop	1218	Edwards	May 26	Vancouver	Sydney	1,019,667	8,265	Aug. 15	31s 3d
Br ship	Gryfe	1068	Roberts	June 25	Vancouver	Antwerp	786,223	11,750		50s
Ger bark	Heinrich	923	Henne	June 7	Vancouver	Holland	577,537	4,008	Oct. 4	55s
Br bark	Doehra	906	McJerraw	June 26	Vancouver	Adelaide	740,234	5,920	Sept. 16	38s 9d
Br ship	Kinkora	1793	Lawton	July 29	Vancouver	Callao	1,436,128	12,165		30s
Am schr.	Carrier Dove	672	Brandt	Aug. 7	Cowichan	Adelaide	886,989	7,382		30s
Am bark	Seminole	1439	Weeden	Aug. 1	Moodyville	Santa Rosalia	1,045,008	7,396		Private
Am schr.	Puritan	581	Warner	Aug. 4	Moodyville	Tientsin	725,354	8,625	Sept.	55s
Am bark	Sonoma	938	Anderson	Aug. 16	Vancouver	Iquiqui	811,183	9,289		30s
Br ship	Gunford	2108	Wier	Sept. 6	Vancouver	Port Pirie	1,974,050	12,831		37s 6d
Am ship	Wm. H. Starbuck	1272	Reynolds	Sept. 1	Vancouver	London	921,554	10,300		52s 6d
Nor bark	Fortuna	1323	Mikkelsen	Aug. 23	Vancouver	Port Pirie	1,296,192	10,258		36s 3d
Br bark	Gainsborough	983	McHall	Sept. 7	Moodyville	Valparaiso f.o.	792,153	5,524		33s 9d
Chil. bark	India	353	Funko	Sept. 10	Moodyville	Valparaiso	799,237	7,000		owners ac
Chil. bark	Elisa	915	Harken	Sept. 2	Moodyville	Antofagasta	577,204	6,000		owners ac
Am schr	King Cyrus	667	Christiansen	Sept. 12	Cowichan	Port Pirie	914,716	5,916		37s 6d
Am bktn.	Chas. F. Crocker	813	Lund	Sept. 29	Vancouver	Santa Rosalia	783,548	7,076		Private
Am bktn	Hilo	612	Lehallister	Sept. 26	Westminster	Sydney	688,652	6,619		28s
Am schr	Lynnan D. Foster	725	Preyer	Oct. 11	Cowichan	Sydney	871,305	7,614		27s 6d
Am bark	Hesper	661	Underwood	Oct. 12	Vancouver	Adelaide	779,398	5,886		37s 6d
Am schr	Wm. Bowden	728	Fjerem	Oct. 18	Victoria	Adelaide	861,692	6,031		37s 6d
Br bark	Elizabeth Graham	588	Anderson		Moodyville	Melbourne				Private
Am brig.	Gen a	471	Nelson		Vancouver	Sydney				27s 6d
Am schr.	Aida	507	Anderson	Oct. 14	Moodyville	Shanghai	657,974	6,060		40s
Am bktn	Robert Sudden	535	Urborg		Vancouver	Port Pirie				37s 6d
Am schr.	Salvator	444	Wells		Westminster	Port Pirie				37s 6d
Am schr	Louis	820	Hatch		Vancouver	Iquiqui				40s
Am schr	John D. Tallant	533	Henderson		Victoria	Australia				

BUSINESS CHANGES.

Geo. Byrnes, auctioneer, Victoria, has reopened.

A. Grant has opened a planing mill at Vancouver.

F. C. Potts, fish dealer, is opening at Vancouver.

The Tremont Hotel, Vancouver, was sold by the sheriff.

H. Sloan, restaurant, Vancouver, has given up business.

P. Fewster & Co., flour feed and seeds, Vancouver, have dissolved.

T. L. Davis, clothing, Nanaimo, has arranged a settlement with creditors.

Ross & Ferguson, hotel, Vancouver, have sold out to San uel J. Canavan.

Mr. McLunes, formerly of Kaslo, has opened a general store at New Denver.

The Manor House, Vancouver, is advertised for sale by tender by the assignee.

F. R. Robinson, pork packer, New Westminster, has resumed packing business.

Mr. Glencross, formerly hotelkeeper at Kaslo, is looking for a location at Ashcroft.

Davis & Taylor, painters, Vancouver, have dissolved; W. S. Taylor continues.

The Slocan Mercantile Co. have removed their stock of goods from Silverton to New Denver.

J. A. Kenning, commission agent, has opened an office in the Five Sisters Block, Victoria.

John Hazenfratz, City Brewery, Victoria, has admitted John Bennet, into partnership.

Parker & Hammond, general dealers, Nakusp, have dissolved. Parker will open a store at Slocan Lake.

A. H. Sealife has been appointed provisional receiver of the Point Comfort Hotel Co. which is being wound up.

Collector Milne has telegraphed to Ot-

tawa that the total seal catch of the British Columbia fleet was 69,741 skins.

C. F. J. Kurtzhals & Thos. Christenson, nurserymen, Chase River, Nanaimo district, have dissolved; C. F. J. Kurtzhals will continue.

Flint & Williams, brokers, Victoria, have dissolved partnership. B. Williams, continues alone as secretary of the Vancouver Island and Queen City Building Societies. A. St. G. Flint, has admitted Thos. H. Prosser, into partnership, and retains the secretaryship of the Victoria Building Society.

Bell-Irving & Paterson, wholesale liquors, commission and shipping merchants, Vancouver and New Westminster, have dissolved. R. H. Paterson, retires. H. O. Bell-Irving, will continue commission and shipping business at Vancouver. Robt. M. McFarlane, wholesale liquors, New Westminster, continues on his own account.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br-ship	British General	1754	Tulloch		Samarang	Vancouver	H. C. Sugar Refinery Co.	
Br-ship	Candida	1222	Keo	May 31	London	Victoria	Turner, Beeton & Co.	116
Br-ship	Drummond	1919	Sparring	June 8	Liverpool	Vancouver	Evans, Coleman & Evans	138
Br-bark	Archer	789	Dawson	Aug. 4	Liverpool	Victoria	R. P. Rithet & Co., Ltd.	81
Br-ship	Dunboyne	1330	Scill	Aug. 4	L. London	Vancouver	Evans, Coleman & Evans	81
Ger. bark	Gutenberg	1725	Zepicin	Aug. 10	O. Glasgow	Victoria		75
Br-ship	Ainsdale	1725	Owens	Oct. 9	N. Liverpool	Victoria	R. P. Rithet & Co., Ltd.	15
Br-bark	Primera	537	Gardner		A. Acapulco	Victoria	Turner, Beeton & Co.	
Br-ship	Astoria	1335	Dagwell	Oct. 13	G. London	Victoria & Van		11
Br-ship	Arctic Stream	1498	Brown		Montevideo	Royal Roads		
Br-ss	Tacoma	1662	Hill	Sept. 28	H. Hong Kong	Victoria	Dodwell, Carlill & Co.	26
Br-ss	Empress of Japan	3003	Lee	Oct. 4	M. Hong Kong	Victoria & Van	C. P. S. S. Co.	20
Br-bark	Harold	1307	King		B. Shanghai	Victoria	Robert Ward & Co., Ltd.	
Nor-ship	Germanic	1269	Sunde	July 18	C. Rio de Janeiro	Vancouver	Hastings Mill Co.	98
Br-ss	Mogul	1827	Johnson		H. Hong Kong	Victoria	Dodwell, Carlill & Co.	
Br-ss	Empress of China	3003	Archibald		H. Hong Kong	Victoria & Van	C. P. S. S. Co.	
Br-ship	Drumalis	2150	Campbell	Sept. 16	Port Pirie	Royal Roads		38
Am-ship	Eclipse	1536	Peterson		S. San Francisco	Vancouver	Hastings Mill	
Br-ship	Borrowdale	1197	Gordon	Oct. 19	B. London	Victoria	R. P. Rithet & Co., Ltd.	5
Br-ss	Warrimoo	1897	Nevison	Oct. 19	D. Sydney	Victoria & Van	C. P. S. S. Co.	4
Am-bark	Colorado	1300	Gibson	Oct. 20	S. San Francisco	Royal R'ds. f.o.	Victoria Lumber & Manufacturing Co.	

F June 12 passed Tuscar. To load grain at Tacoma. I—June 2 passed Dover. Spoken June 14 lat. 38° N., long. 12° W. June 24 lat. 23° N., long. 22° W. June 28 lat. 12° N., long. 25° W. Chartered for salmon from Victoria to London or Liverpool by R. P. Rithet & Co., Ltd. A—Chartered to load salmon for U. K., November loading. N—To sail Sept. 30. L—Spoken Aug. 23 lat. 48° N., long. 13° W. Sept. 9 lat. 9° N., long. 21° W. To load grain at Tacoma. G—Oct. 16 passed Deal. J—Via Yokohama Oct. 9. M—Via Yokohama Oct. 13. B—Chartered for salmon to Liverpool, Nov.-Dec. loading. C—Chartered for lumber. D—To load grain at Tacoma. E—To sail Oct. 19. Via Yokohama Oct. 30. H—To sail Nov. 1. Via Yokohama Nov. 10. O—Spoken Sept. 13 lat. 13° N., long. 26° W. K—Chartered for lumber to Cork, U. K., for orders at 6s. R—To sail in November. D—Via Brisbane and Honolulu.

VESSELS IN PORT.

VICTORIA. (October 23, 1883.)

Br. bark Formosa, 915 tons, Capt. Kain, arrived Oct. 1, from Liverpool in 196 days, general cargo, R. P. Rithet & Co., Ltd., consignees. To load salmon for London.

Br. bark City of Carlisle, 823 tons, Capt. Hughes, arrived Oct. 8, from Santa Barbara, loading salmon for U. K., Turner, Beeton & Co., consignees.

Am. schr. John D. Tallant, 533 tons, Capt. Henderson, arrived Oct. 23, loading lumber at Sayward Mill, for Australia, on account of Robt. Ward & Co., Ltd.

Br. bark Ladstock, 816 tons, Capt. Williams, loaded with salmon for Liverpool.

VANCOUVER.

Br. bark Elizabeth Graham, 598 tons, Capt. Andresen, arrived Sept. 22, loading lumber at Moodyville for Melbourne.

Am. brig Geneva, 471 tons, Capt. Nelson arrived Sept. 28, loading lumber at Hastings Mill for Sydney.

Am. bktn Robert Sudden, 585 tons, Capt. Ulberg, arrived Oct. 1, loading lumber at Hastings Mill for Port Pirie on account of Robert Ward & Co., Ltd.

Am. schooner Louis, 820 tons, Capt. Huth, arrived Oct. 12, loading lumber at Hastings Mill, for Iquiqu.

NEW WESTMINSTER.

Am. schr. Salvator, 441 tons, Capt. Wells, arrived Oct. 3, loading lumber at Brunette Mills for Port Pirie, on account of Robert Ward & Co., Ltd.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Rufus E. Wood, 1,406 tons, Capt. Farnham.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons.

Am. ship India, 1,295 tons, Capt. Merriman.

Br. ss. Crown of England, 1,658 tons, Capt. Harris.

WELLINGTON SHIPPING.

Am. ship John C. Potter, 1,182 tons, Capt. Meyer.

EAST WELLINGTON SHIPPING.

Nor. bark Dominion, 1,255 tons, Capt. Greenleaf.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	2,987
Vancouver	4	2,474
Nanaimo	6	8,293
New Westminster	1	441
Total	15	14,195
Previous week	18	18,308
Correspond'g week last year	16	18,637

FREIGHTS.

Are decidedly lower since our last issue, although there is really very little doing to test the market. Several grain

charters have been made at 31s 3d; from S. F., and that may be said to be the current rate at the close. Lumber freights are practically unchanged, but the tendency is downward.

Freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 37s 6d; Sydney, 27s 6d; Melbourne, Adelaide or Port Pirie, 37s 6d; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 37s 6d; Tientsin 55s.

Grain freights from San Francisco to Cork, U. K., for orders, usual options are quoted at 31s 3d; with but little doing. Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

Draper & Leithead, wholesale cigars, and J. Harling, cigar manufacturer, Vancouver, business seized by the sheriff. They have resumed business at the cigar factory.

The Ogilvie Milling Co., of Winnipeg, have issued a very neat circular containing letters received from many prominent bakers testifying to the excellent merits of Ogilvie's Hungarian Flour.

M. M. Boyd, of Bobcaygeon, Ont., has purchased 9,980 acres of timber limits at Nitinat, from H. R. Morse. Mr. Boyd has also purchased the West Bay sawmill, from Drake, Jackson & Helmcken, executors of the Heathorn estate.

THE BRITISH COLUMBIA

COMMERCIAL JOURNAL.

IS THE UNIVERSALLY RECOGNIZED

Leading Trade and Commercial Paper West of Toronto.

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As an Advertising Medium  
To Reach the B. C. Trade  
It Cannot be Surpassed.

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THE COMMERCIAL JOURNAL

Is devoted to the Lumbering, Mining, Shipping, Commercial and Industrial Interests of British Columbia. It is found on the Counter in nearly every Retail Store in the Province. To reach the Retailer you must advertise in The Commercial Journal.

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COMPANY, MONTREAL.

WHOLESALE

## HATS, CAPS

AND

### FURS

### MEN'S

## Furnishings.

**BRITISH COLUMBIA FALL TRADE, 1893**

*Merino and Woollen Underwear, Scarfs,  
Ties, Shirts, Collars and Waterproof Coats.*

WAREHOUSE:

517, 519, 521, 523 AND 525 ST. PAUL STREET,

## MONTREAL.

*The Largest Factory of its Kind  
in the Dominion.*

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-  
vision of the Inland Revenue Dept.

Mixed Pickles, Jams, Jellies  
and Preserves

—PREPARED BY—

## Michel Lefebvre & Co MONTREAL.

*Established 1849. Gold, Silver  
and Bronze Medals. 20 1st  
Prizes.*



REGISTERED TRADE MARK.

# BAGS

In all sizes and qualities and for every purpose.  
Jute or Cotton. Plain or Striped.

**BAGS FOR ORES,**  
(Overhead dry or double cotton sewn)  
a special feature of our trade.

## CANADA JUTE COMPANY, LIMITED

17, 19 & 21 ST. MARTIN ST., MONTREAL.

### A. O. LEASK,

Agent and Commission Merchant.  
Customs, Insurance and Shipping  
Agent.  
Storage, Bonded and Free.  
Forwarder, etc.  
Vancouver, . . . B. C.

### J. & T. STEPHENS,

Manufacturers of

## Fine Boots & Shoes,

BEAUDRY ST., MONTREAL.

## THE WESTERN MILLING CO.,

(LIMITED.)

### REGINA, ASSA.,

DEALERS IN

## Seed and Feed Grain

OF ALL KINDS, ALSO

## Flour, Chop Feed, Bran and Shorts.

PARTIES REQUIRING

## Seed or Feed Oats or Wheat

WILL DO WELL TO

Correspond With Us, or Major  
& Eldridge, Vancouver.

## A. HOLDEN & CO.,

### Railway Supplies.

AGENTS FOR CANADA FOR

The Babcock & Wilcox Co. Water Tube  
Steam Boilers; Goubert Water Tube Feed  
Water Heater; The Stratton Separator; "Dry  
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MANUFACTURERS OF THE

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### Incandescent Lamps.

96 TO 100 KING STREET,  
MONTREAL.

CHAS. C. FAIGE, MAN'G DIRECTOR.

## STEEL RAILS

[New and Best Seconds]

Cement, Waste, Steel and Iron,  
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Agent for Bolling & Lowe, London, Eng.

## THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Next to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc JOHN WHITTY, Prop



# Okell & Morris Fruit Preserving Co., Ltd

## VICTORIA.

DIPLOMA AND GOLD MEDAL RECEIVED AT THE EXHIBITIONS OF 1891, 1892 AND 1893.

THE : LARGEST : FACTORY : OF : ITS : KIND : IN : THE : PROVINCE.

Preserves and all kinds of Canned Fruits, Jams, Jellies  
and Marmalades.

NEW SEASON'S SEVILLE ORANGE MARMALADE NOW READY.

ALL THESE GOODS TO BE HAD FROM THE FOLLOWING MERCHANTS :

VICTORIA—Hudson's Bay Co., Wilson Bros, S. Leiser, R. P. Rithet & Co., Thos. Earle, Messrs Todd & Son.

VANCOUVER—Major & Eldridge.

# OGILVIE'S HUNGARIAN FLOUR

*Produces more Bread per Barrel than any other in the market.*

This Flour is very sharp and granular, of high creamy color, which means great strength. Requires PLENTY of water, and the dough must not be made too stiff, but softer than what you have been accustomed to when using other flours.

REMEMBER, increased strength in flour means money to you, yielding a greater quantity of Bread, thus far more than repaying for any little extra time. Keep the dough soft, giving it plenty of growing room.

EACH BAG GUARANTEED. SEWN WITH OUR SPECIAL TWINE—RED, WHITE AND BLUE.

**OGILVIE MILLING CO., WINNIPEG.**

G. M. LEISHMAN, Victoria, Agent for British Columbia.

# HUDSON'S BAY CO'Y,

VICTORIA, - - - - B. C.

IMPORTERS :

WINES,  
LIQUORS  
CIGARS,  
CIGARETTES,

CANNED GOODS,  
ENGLISH GROCERIES,  
CANADIAN GROCERIES,  
AMERICAN GROCERIES,

STAPLE DRY GOODS  
BLANKETS,  
FIRE ARMS,  
AMMUNITION.

AGENTS FOR:

Fort Garry Flour Mills, Benton County Flouring Mills.